

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING

1	4
2	5
3	6

ATE 20 JAN 63 0113Z

EO 12958 3.3(b) (1)>25Y

REIAC

PRIORITY

o : DIRECTOR

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

TOR: 20 JAN 63 0134Z

IN 63074

TO PRITY

INFO

CITE

7824

OXCART

NO NIGHT ACTION

1. ACFT NBR 124 MADE FLIGHT NBR 5 ON 19 JAN 63 FOR ONE HOUR AND
TEN MINUTES TAKE OFF AT 14:38 [REDACTED] GROSS WEIGHT 74,500 LBS,
 CG 20.3 PER CENT. BILL PARKS IN FRONT COCKPIT AND JIM EASTHAM IN
 REAR COCKPIT. PURPOSE OF FLIGHT: CHECK AIRCRAFT HANDLING
 CHARACTERISTICS, VISIBILITY AND SYSTEMS OPERATION FROM REAR COCKPIT.

2. TAKE OFF AND CLIMB IN AFTERBURNER WITH LEVEL OFF AT 20,000
 FT AND 350 KEAS. ACFT SYSTEMS OPERATIONAL CHECKS THEN CLIMBED TO
35,000 FT AT .9 MACH. ACFT LEVELED AT 35,000 FT FOR ACFT SYSTEMS
 OPERATIONAL CHECKS AND ENGINE READINGS AT .9, .85 AND .8 MACH.
 ACFT DESCENDED TO TRAFFIC PATTERN, MADE ONE LOW PASS, 5 TOUCH AND GO
 LANDINGS, AND ONE FULL STOP LANDING. DRAG CHUTE NOT INSTALLED IN
 ACFT, LANDING ROLL COMPLETED 1800 FT OUT ON COLD MIX OVERRUN.
 ACFT OPERATED FROM REAR COCKPIT FROM ENGINE START TO ENGINE SHUT-
 DOWN. (EXCEPT GEAR RETRACTIONS). EASTHAM AGREED WITH PARKS'
 EVALUATION OF VISIBILITY FROM REAR COCKPIT DURING LANDING

~~SECRET~~

GROUP 1
 Excluded from automatic
 downgrading and
 declassification

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DATE: AUG 2007

~~SECRET~~

[REDACTED] 7824, IN 63074

PAGE TWO

RESTRICTED BUT CAN BE COMPENSATED FOR BY PILOT TECHNIQUE. NO
DAMAGE TO COLD MIX OVERRUN. F-101 ACFT FURNISHED CHASE.

END OF MESSAGE

~~SECRET~~